

LEGACY PARKWAY & PRESERVE  
360 North 700 West, Suite F  
North Salt Lake, Utah 84054



LEGACY  
PARKWAY & PRESERVE



BALANCING TRANSPORTATION SOLUTIONS WITH ENVIRONMENTAL RESPONSIBILITY



BALANCING TRANSPORTATION SOLUTIONS WITH ENVIRONMENTAL RESPONSIBILITY

The Utah Department of Transportation



LEGACY PARKWAY & PRESERVE







## WHAT IS THE LEGACY PARKWAY & PRESERVE?

The Legacy Parkway & Preserve is a 14-mile roadway and trail through southwestern Davis County, bordered on the west by a 2,098-acre nature preserve. It is one element of northern Utah's transportation "Shared Solution," which also encompasses mass transit (including commuter rail), expansion of I-15 and other transportation improvements. The Parkway connects to the west side belt route, Interstate 215 (I-215), near the existing Redwood Road interchange in North Salt Lake, and ties into U.S. 89 and I-15 in Farmington. It features two lanes in each direction, a 50-foot median and includes a pedestrian, bicycle and equestrian trail. The Legacy trail links to trails from neighboring communities throughout the corridor, creating a regional trail system that will also connect to the Jordan River Parkway Trail.



**NELSON BALLARD**  
Davis County Resident

"I don't even go on the freeway between about 3:30 and 5:30 at night because there's so much traffic on it, I just plan my time around it."



**KRIS EDWARDS**  
School Nurse

"Look at the highway during the rush hour. There's one main corridor and if there is any little glitch in that corridor it stops everything. There's no way to get in and out of Davis County without I-15 and there ought to be an alternate route."

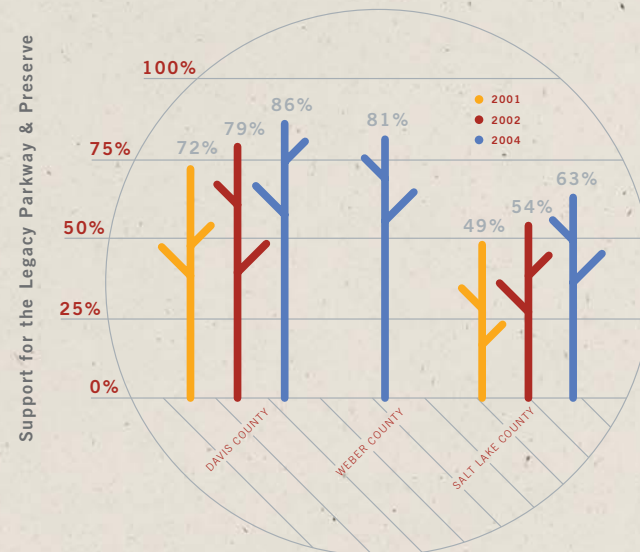


**JIM MONTGOMERY**  
Horse Trainer

"You have got to be realistic about things. We're gonna be at a standstill if we don't build that highway."

## SUPPORT FOR THE LEGACY PARKWAY & PRESERVE CONTINUES TO GROW

Interstate 15 (I-15) is the only major north/south transportation corridor in Utah. Consequently, it is a vital transportation element for local commuters, interstate travelers and a part of the international CanAmex Freeway. The area through Weber, Davis and northern Salt Lake Counties, known as the North Corridor, is the most heavily congested freeway corridor in the state, especially when people are traveling to and from work. Because Legacy Parkway parallels I-15, it offers travelers another option for getting through Utah's North Corridor. As traffic demand is growing, so is support for the Legacy Parkway & Preserve Project.



Results based on telephone surveys conducted by Dan Jones and Associates in 2001, 2002 and 2004. Margin of error  $\pm 5\%$ .







## WHY DO WE NEED LEGACY PARKWAY & PRESERVE?



### GROWTH

- By 2020, population along the Wasatch Front is expected to increase by 40%
- The North Corridor, including Weber, Davis, and northern Salt Lake counties, is expected to grow by 18%

### DEVELOPMENT

- The North Corridor is wedged between the Great Salt Lake to the west and the Wasatch Mountains to the east
- Most of the eastern side of the corridor is already developed, pushing new development further west



### TRAFFIC

- By 2020, traffic in the corridor is expected to increase by 37%
- Other than I-15, there are no continuous high-speed, north/south routes through the corridor
- Redwood Road only goes as far north as 500 South in Woods Cross
- U.S. 89 through Centerville and Farmington is primarily a two-lane road



### OPTIONS

- To reconstruct I-15, Legacy Parkway & Preserve is needed so travelers have an alternate route through the corridor
- About 5% of North Corridor drivers are projected to use transit options, including commuter rail, when they are implemented
- Without an alternative corridor, whenever there is an incident on I-15, traffic spills over to Redwood Road, U.S. 89 and other local city streets, severely impacting neighboring communities

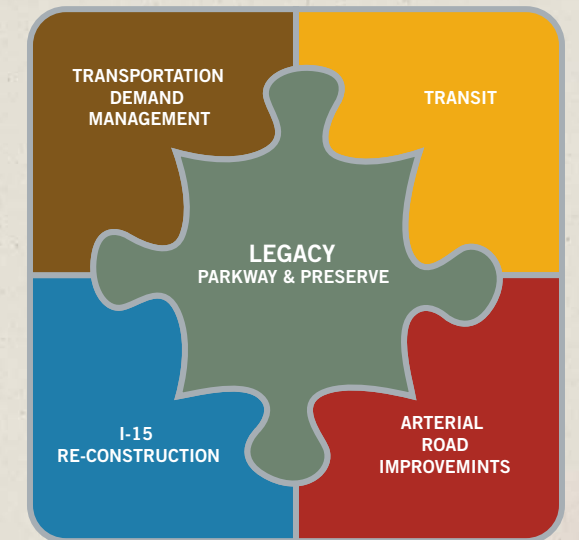
Source: December 2004 Utah Department of Transportation Supplemental Environmental Impact Statement for the Legacy Parkway & Preserve. All figures were taken from the SEIS.



## IS LEGACY PARKWAY & PRESERVE THE ONLY SOLUTION?

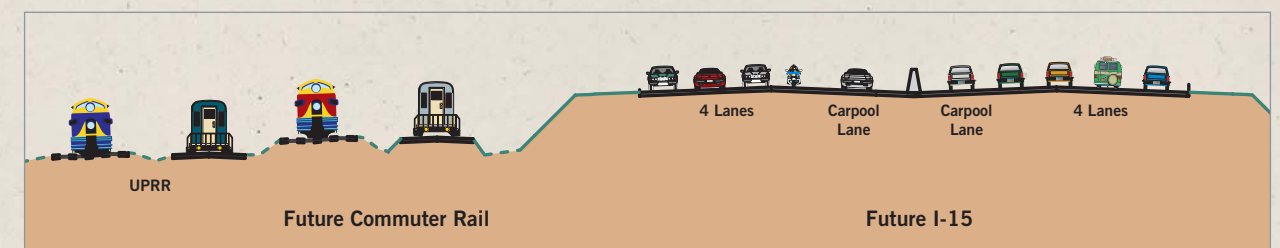
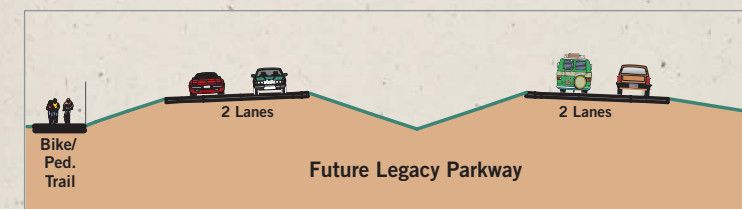
Legacy Parkway & Preserve alone will not solve transportation issues in the North Corridor. Simply building more roads is not the answer. A "Shared Solution" is needed. Legacy Parkway & Preserve is one piece of the puzzle. Other pieces include adding more transit options (including commuter rail); improving local roads like Redwood Road, 500 South, and U.S. 89; and managing how, when and where people enter and exit the highway. I-15 reconstruction is also a piece of the puzzle.

Alone, none of these pieces can complete the whole picture. But when combined, they create a shared solution to keep transportation moving forward.



The Shared Solution

Artist's rendering



\*CENTERVILLE AREA





## WHAT IS A PARKWAY?

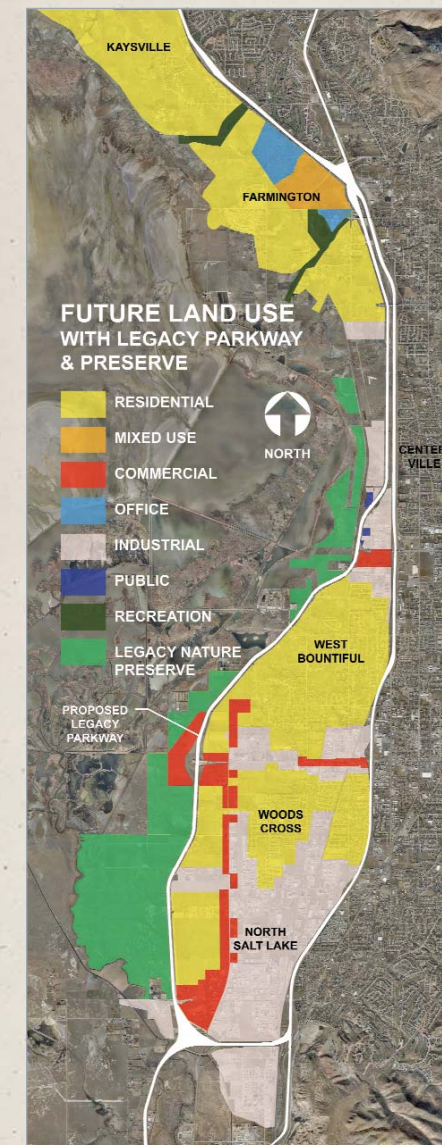
A parkway is different from a highway. Parkway are built to blend in with the aesthetics of the surrounding corridor. Legacy Parkway follows the eastern border of the Great Salt Lake. It includes a 14-mile multi-use and equestrian trail system. Travelers may see a hawk circling or perhaps a peregrine falcon diving for its prey. The visual aspects of the corridor are so significant that Legacy Parkway has already been designated as a State Scenic Byway. Certain limitations will be applied to protect the beauty of the corridor, including restrictions on billboards and other commercial tools. However, unlike some other parkways, the Legacy Parkway will allow trucks.



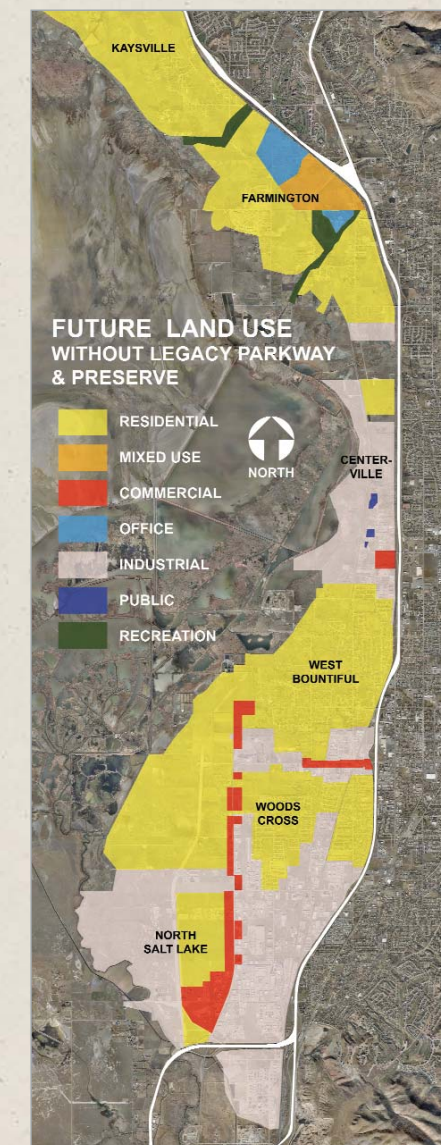
## WHY IS THE LOCATION OF THE PARKWAY SO IMPORTANT?



View from Legacy Parkway



**FUTURE LAND USE WITH LEGACY PARKWAY & PRESERVE**  
Legacy Parkway & Preserve curtails development along the Great Salt Lake, especially in North Salt Lake and Woods Cross



**FUTURE LAND USE WITHOUT LEGACY PARKWAY & PRESERVE**  
Based on November 2004 interviews with local municipalities, development could move into areas now protected by Legacy Parkway & Preserve

When Legacy Parkway & Preserve was initially proposed, many parcels of land along the southern shore of the Great Salt Lake were held by private property owners and local municipalities. According to local land use planners, more than 80% of the land is available for future development, despite the fact that it is a vitally important wildlife habitat for the Great Salt Lake ecosystem. As part of the Legacy Parkway & Preserve, UDOT is purchasing 2,098 acres near the shore of the lake to create the Legacy Nature Preserve, which will permanently protect the area from encroaching development.





## WHAT IS THE LEGACY NATURE PRESERVE?

The Legacy Nature Preserve is a small part of the Great Salt Lake ecosystem. The Great Salt Lake ecosystem is home to hundreds of species of plants and animals. It provides seasonal refuge for millions of migrating birds from around the world. Because much of the lake basin is relatively flat, small fluctuations in lake water levels can greatly shift the actual shoreline. Undeveloped upland areas become important to maintaining available habitat for wildlife when the water levels are high. Despite this need, a large portion of the upland habitat around the Great Salt Lake has been altered to accommodate farming and other development purposes. This has caused fragmentation among vital habitat areas. The need for contiguous habitat areas is critical to maintaining these wildlife species. As mitigation for the 113 acres of wetlands identified within the Legacy Parkway right-of-way, UDOT is acquiring 2,098 additional acres (the equivalent of 2,000 football fields) to establish the Legacy Nature Preserve. The Preserve contains a mosaic of different wetland and upland habitats that are important for a myriad of wildlife species.

Years of farming and other uses of the lands making up the Legacy Nature Preserve have lowered the productivity and value of the area for wildlife. Several enhancement and restoration techniques are being implemented to improve these lands for habitat preservation. These measures include restoring hydrology to the historic Jordan River floodplain, removing trash and debris and controlling noxious and invasive weeds.



Long-billed Curlew



Bald Eagles

Northern Harrier



### LEGACY NATURE PRESERVE FACTS

- 905 tires removed
- 3,614 dump truck loads of debris removed
- 5 structures removed
- 5 car frames recycled
- 10,000 ft. of internal fencing taken down
- Roads and ditches removed
- Water channels restored
- Acres of disturbed lands reseeded

*Ecologists, biologists and other experts are closely monitoring the effects of the Legacy Parkway & Preserve in relation to the Great Salt Lake ecosystem. This research will help shape how these types of projects are approached in the future.*

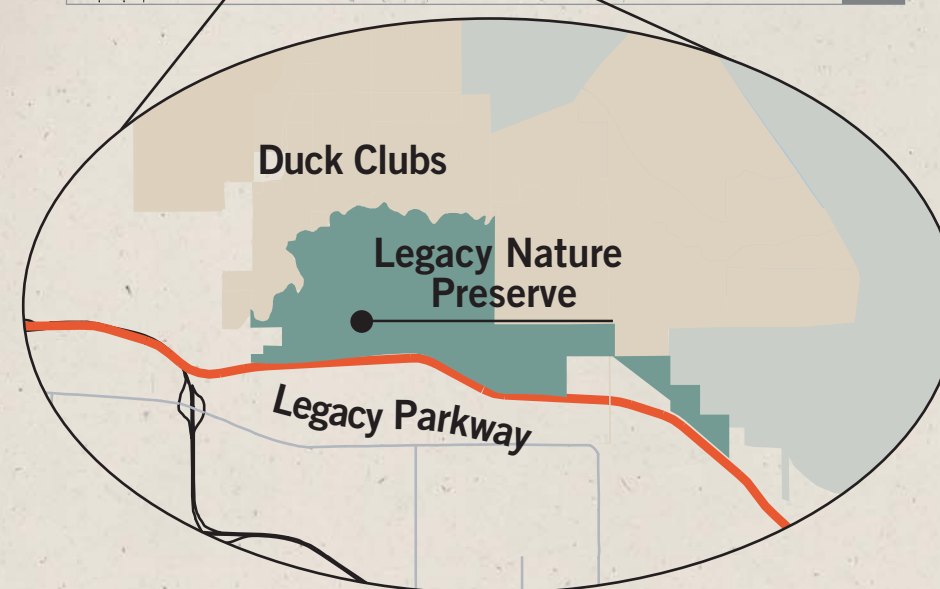


## HOW DOES THE NATURE PRESERVE FIT INTO THE BIG PICTURE?

Large, contiguous, undeveloped wildlife habitats are critical to promoting a healthy ecosystem and supporting the millions of migratory birds that rely upon the Great Salt Lake and surrounding shore-lands. By developing the Legacy Nature Preserve, UDOT has become a link in the chain of environmental stewards protecting the shoreline of the Great Salt Lake. Because the Legacy Nature Preserve borders the areas preserved by local duck clubs and the Farmington Bay Wildlife Management Areas, it fills in the gaps in habitat created by previous property ownerships and helps to establish in perpetuity a contiguous wildlife habitat throughout the area.



The Legacy Nature Preserve is bordered by duck clubs and the Farmington Bay Wildlife Management Area, creating a contiguous wildlife habitat along the Great Salt Lake shoreline



If the Legacy Nature Preserve did not exist, the wildlife habitat would become fragmented and reduce the quality of the habitat for wildlife

The Legacy Nature Preserve only exists in conjunction with the Legacy Parkway. Because the lands for the Preserve were obtained as mitigation for the road construction, they can only be retained by the state if the road is built. **If the Parkway is not constructed, more than 80% of the Legacy Nature Preserve will again be available for development.**

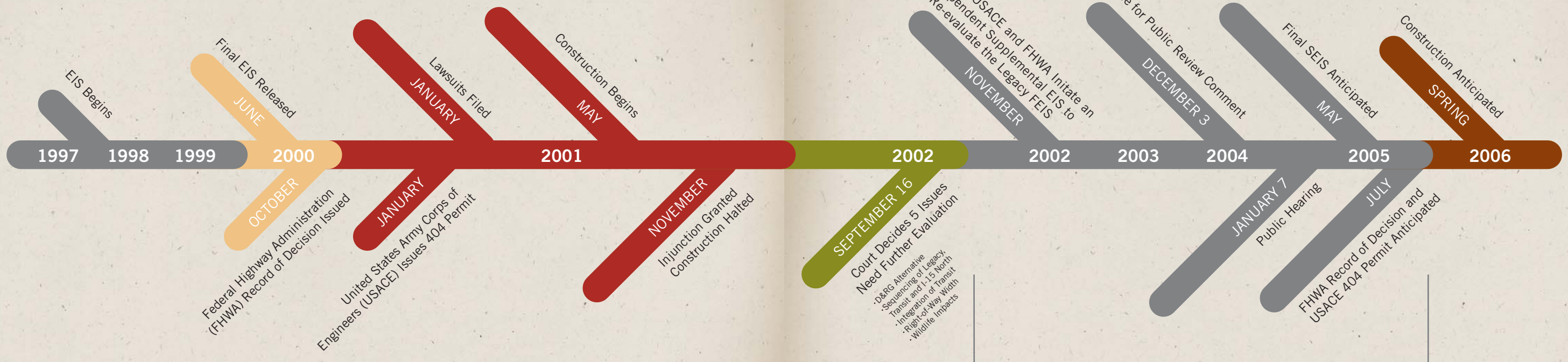
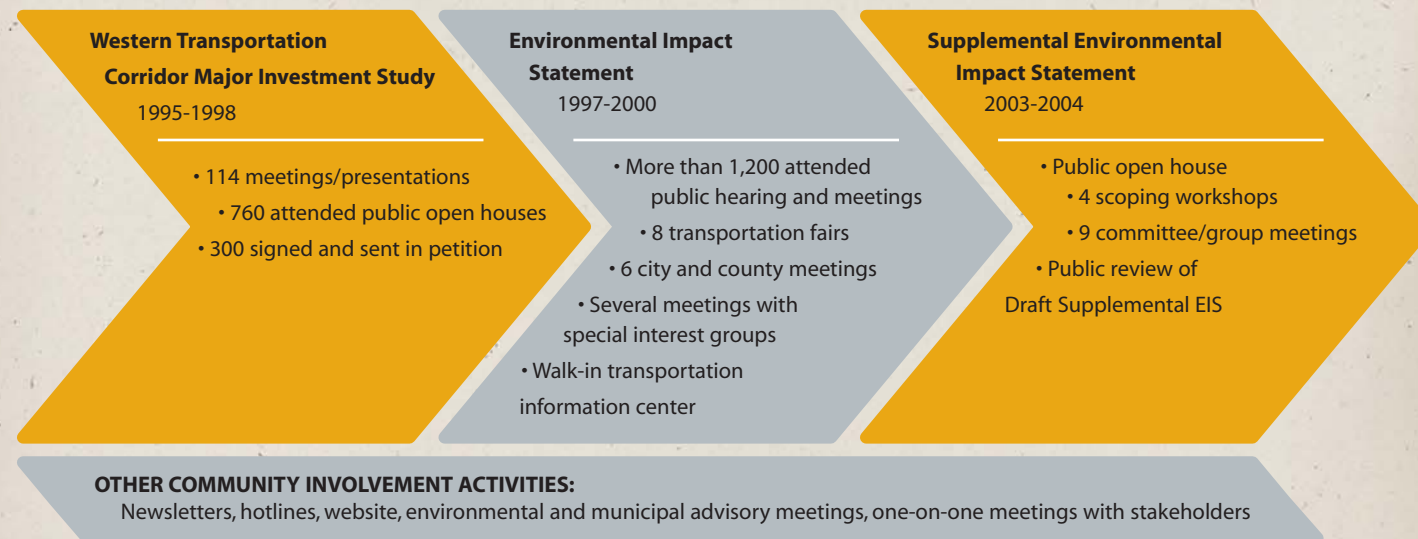




## HOW INVOLVED HAS THE PUBLIC BEEN IN THIS PROCESS?

The study of a transportation corridor west of I-15 has been in the works since 1965. Thousands of hours of public and community involvement went into developing the Legacy Parkway & Preserve. Many thousands of hours went into determining the best location for the Parkway to meet future transportation needs and to minimize impacts to environmental resources. Throughout the entire process, public input has been solicited, meaningfully considered and, where possible, implemented into the development of the project.

## COMMUNITY INVOLVEMENT



## NEXT STEPS

The Federal Highway Administration (FHWA) and the United States Army Corps of Engineers (USACE) are currently preparing a Supplemental Environmental Impact Statement (EIS) to respond to questions raised by the 10th U.S. Circuit Court of Appeals regarding the Legacy Parkway & Preserve. As project sponsor, UDOT is awaiting a decision from the court on whether it can move ahead with construction of the project. A decision is expected by mid-2005.

In the meantime, UDOT has established a collaborative design team to work with project stakeholders to develop procedures for ongoing and future management of the Legacy Nature Preserve. The team will recommend how to best manage the Preserve and determine who would be the best steward of the land in the future.

Public comments are always welcome on the project. Visit [www.udot.utah.gov/Legacy](http://www.udot.utah.gov/Legacy) to find out more about the project or e-mail your comments to [Legacy@jsanet.com](mailto:Legacy@jsanet.com). Comments can also be mailed to the following addresses:

### Federal Highway Administration

ATTENTION: Legacy Parkway Project  
2520 West 4700 South, Suite 9A  
Salt Lake City, Utah 84118

### U.S. Army Corps of Engineers

ATTENTION: Legacy Parkway Project  
533 West 2600 South, Suite 150  
Bountiful, Utah 84010